

BookletChartTM

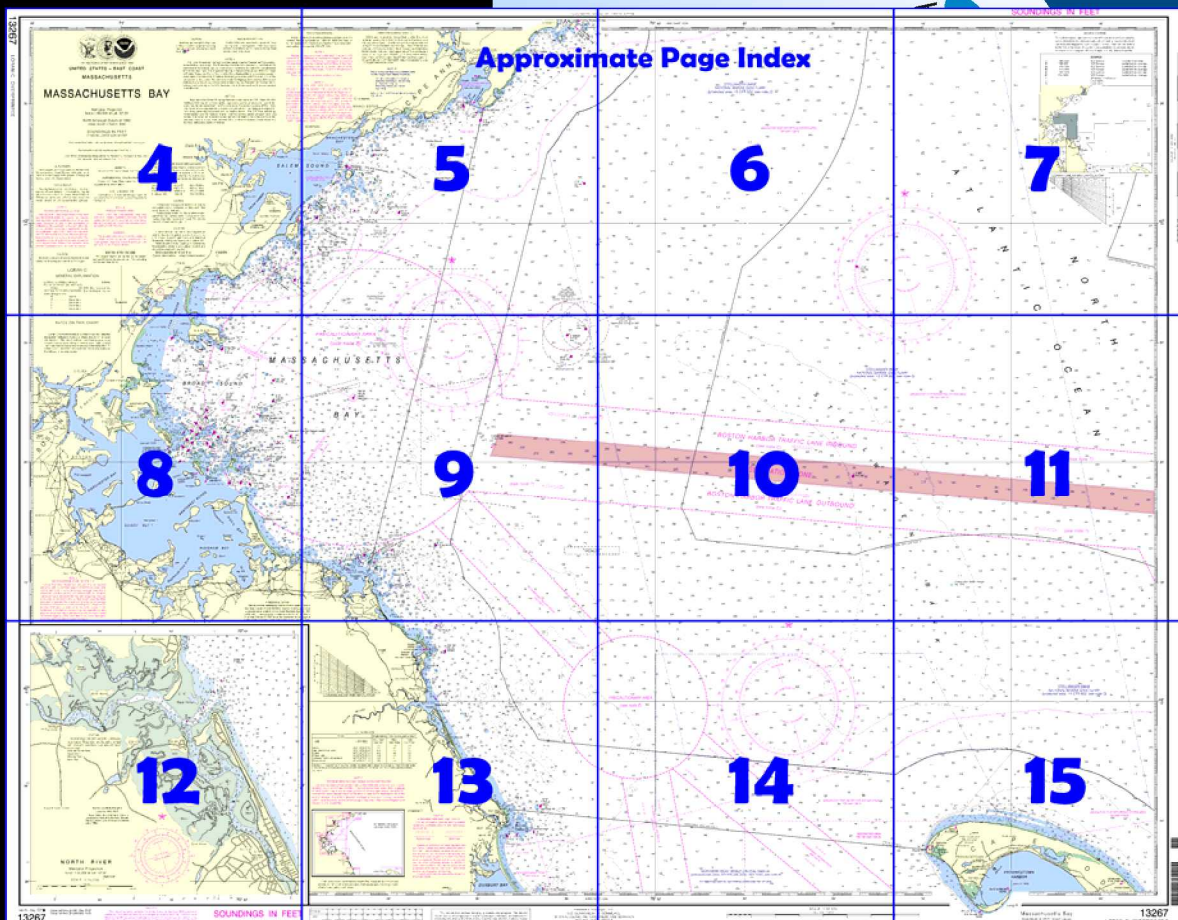
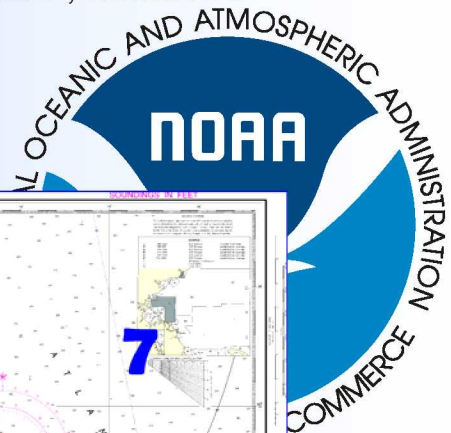
Massachusetts Bay

(NOAA Chart 13267)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

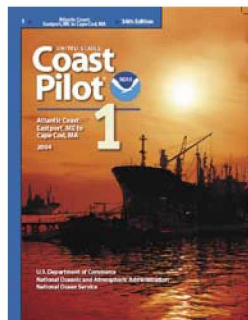
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 1, Chapter 10 excerpts]

(3) Massachusetts Bay is the body of water lying westward of a line connecting Cape Ann Light on Thacher Island with Race Point Light on the northwestern extremity of Cape Cod, about 38 miles south-southeastward. It includes Boston Harbor, described in chapter 11, and Cape Cod Bay, described in chapter 12. Between Cape Ann Light and Boston Harbor, 24 miles to the southwestward, the principal harbors are Gloucester, Beverly, Salem, Marblehead, and Lynn, all available to

vessels of moderate draft. The coast is rocky and generally bold with numerous detached islands, rocks, and sunken dangers.

[Coast Pilot 1, Chapter 12 excerpts]

(28) **New Inlet**, on the north side of Fourth Cliff and 2 miles southward of Scituate Harbor, is the approach to North River and South River.

(29) The inlet had a reported depth of about 10 feet over the bar in June 1979. It is marked by a fairway bell buoy off the entrance and by several channel buoys, but the channel is subject to change and is never entered except by small craft with local knowledge. Strangers should not attempt to cross the bar on the ebb with an easterly wind or in heavy seas as waves break across the bar. The bar consists of boulders that are reported to be particularly numerous on the south side of the inlet. A strong current flows out of the inlet during the falling tide.

(30) In May 1993, a submerged rock was reported near the center of the channel about 20 yards southwest of Buoy 4.

(31) Sand and gravel were formerly shipped from a wharf on the east bank about 1 mile above the mouth of Herring River, a tributary of North River from the north. Uncharted private buoys that are frequently shifted with changing conditions mark the river. In 1979, it was reported that with local knowledge about 4 feet could be carried to the wharf and to a marina in a basin about 0.4 mile above the wharf. The marina boatyard has a 25-ton mobile hoist that can haul out craft up to 60 feet in length for hull and engine repairs, or dry covered or open winter storage. Gasoline, diesel fuel, electricity, and water are available at the floats, which have a reported 3 to 6 feet alongside. Ice, provisions, and marine supplies can be obtained at the marina, and restaurants are available nearby.

(32) **North River** formerly emptied into the sea near **Rexhame**, but its present outlet dates from the great storm of 1898. The river has been partly cleared of boulders to Hanover, 10 miles above the entrance. The depth to this point is about 2 feet. Local knowledge is advisable to navigate the river. Navigation at spring tides in excess of 9 feet above mean low water is difficult because of flooding of large areas of marshland on either side of the river. The channel to the State Route 3A bridge is partially marked by privately maintained stakes in the summer.

(33) About 1.4 miles above the mouth, the south abutment of an abandoned railway bridge, which has been removed, is used as a town landing. There are no services at the float, which has 6 feet reported alongside. The channel is very narrow here, and the currents flow strongly, especially on the ebb.


(34) State Route 3A highway bridge crossing the river about 1.65 miles above the mouth has a 32-foot fixed span with a clearance of 12 feet. In July 2002, an obstruction (submerged piling) was reported in North River directly under State Highway Route 3A bridge; the piling is reported visible at low tides. The second highway bridge about 4 miles above the mouth has a 27-foot bascule span with a clearance of 6 feet.

(35) There are two marinas at the first highway bridge. The one on the north bank just east of the bridge is principally for outboards; a small-craft launching ramp and a 20-ton crane are at the facility. The marina on the south bank just west of the bridge has gasoline and water available at a float which had 3 feet of water reported alongside and a paved small-craft launching ramp. Outboard boat rental and bait are available.

(36) About 1.5 miles above the first highway bridge, at **Kings Landing**, is a boatyard. Boats up to 40 feet in length are hauled out on skids for hull and engine repairs or open winter storage. The river has a posted speed limit of 5 miles per hour.

(37) **South River**, emptying through New Inlet from southward, is used by fishermen and yachtsmen. **Humarock** is a small village on the beach between South River and the ocean, 1.5 miles southward of New Inlet. Local knowledge of the river channel is advisable to navigate to the town. In 1979, the reported controlling depth was 3 feet from the entrance to the first bridge and thence shoaling to bare about 350 yards above this bridge. In April 1985, a sunken wreck was reported in the channel in about 42°08'50"N., 70°42'10"W. The channel is marked by privately maintained and uncharted buoys that are frequently shifted with changing conditions.

Table of Selected Chart Notes

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

Corrected through NM May 26/07
Corrected through LNM May 15/07



PLANE COORDINATE GRID
(based on NAD 1927)
Mass. State Grid Mainland Zone is indicated by ticks at 5,000 foot intervals. The last three digits of the grid numbers are omitted.

HEIGHTS
Heights in feet above Mean High Water.

NOTE D
The following activities are prohibited within the Stellwagen Bank Marine Sanctuary:
Certain discharging or dumping
Industrial exploring or developing
Drilling and dredging
Removing historical artifacts
Lightering
Refer to 15 CFR 922 for details of Sanctuary regulations.

Mercator Projection
Scale 1:80,000 at Lat. 42°20'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
 (Accurate location)  (Approximate location)

NOTE B
PRECAUTIONARY AREA
Traffic within the Precautionary Area may consist of vessels operating between Boston Harbor and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Boston, MA KHB-35 162.475 MHz
Hyannis, MA KEC-73 162.55 MHz
Essex Marine, MA WNG-574 162.425 MHz
Stratham, NH KZZ-40 162.450 MHz



RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilots 1 and 2 for important supplemental information.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
 Pipeline Area  Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

New Inlet CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

For Symbols and Abbreviations see Chart No. 1

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

PRINT-ON-DEMAND CHARTS
This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.352" northward and 1.823" eastward to agree with this chart.

NOTE J
NORTHEAST GATEWAY DEEPWATER PORT
The Northeast Gateway Deepwater Port is encompassed by multiple boundaries. The outermost boundary represents an Area to Be Avoided and is referenced in 33 CFR 150.940. The central boundaries represent areas designated as No Anchoring Areas as well as Regulated Navigation Areas and are referenced in 33 CFR 165.117 and 33 CFR 150.940, respectively. The innermost boundaries represent Safety Zones and Security Zones, both of which are referenced in 33 CFR 165.117. See note A, for information regarding the publication of Navigation regulations.

Additional information can be obtained at nauticalcharts.noaa.gov.

317 SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: - - - - -

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown. The U.S. Food and Drug Administration and the National Marine Fisheries Service advise all commercial and recreational fishermen to avoid harvesting fish and shellfish from the vicinity of the industrial waste site due to the undetermined location of numerous toxic waste and low level radioactive waste containers.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

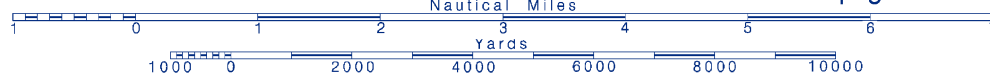
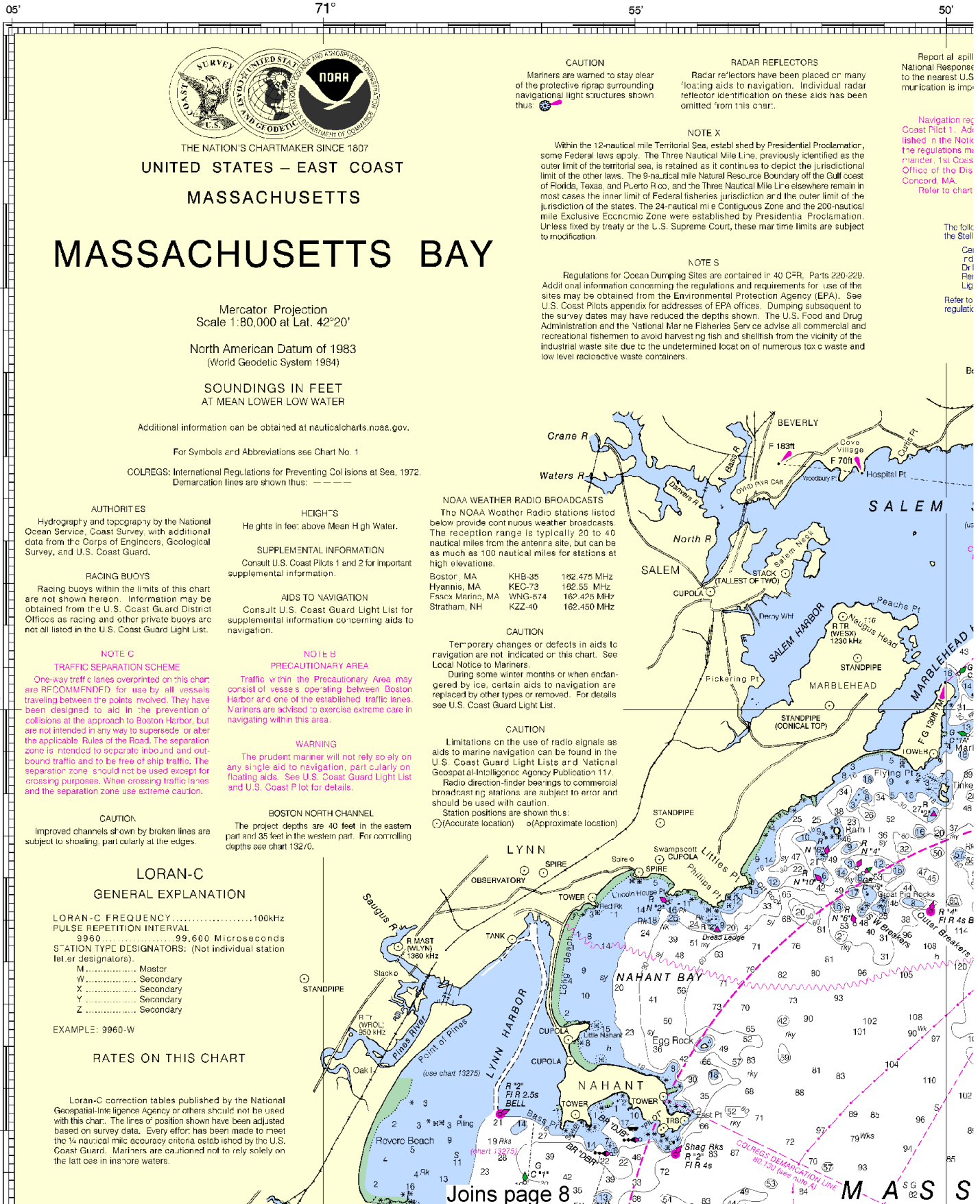
NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

159 **NORTHERN RIGHT WHALE CRITICAL HABITAT**
(precautionary area: 50 CFR 226.203b, 224.103c; see note A)
171
It is illegal to approach any right whale anywhere closer than 500 yards.
160 170

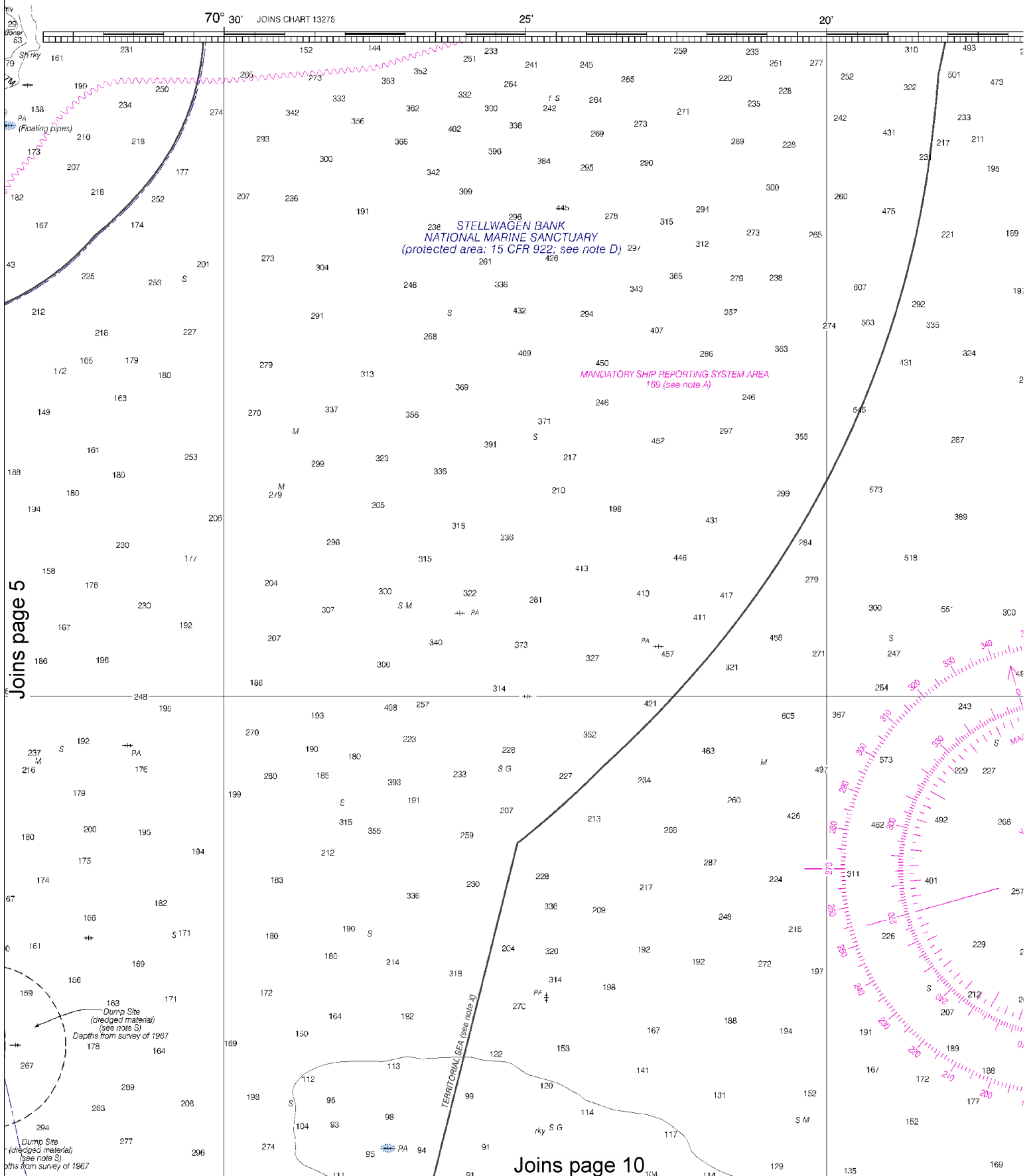
NOTE E
RECOMMENDED TWO-WAY WHALE AVOIDANCE ROUTES
The two-way routes shown on this chart are RECOMMENDED for use by all vessels traveling into or out of Cape Cod Bay. This routing has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. Mariners are warned that some vessels might not be able to keep to the starboard side of the route at all times. CAUTION: Full bottom coverage surveys have not been conducted within the entire route, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

| TIDAL INFORMATION | | | | |
|--|-------------------|--|-----------------|----------------|
| PLACE | | Height referred to datum of soundings (MLLW) | | |
| NAME | (LAT/LONG) | Mean Higher High Water | Mean High Water | Mean Low Water |
| | | feet | feet | feet |
| Salem | (42°31'N/70°53'W) | 9.7 | 9.3 | 0.3 |
| Deer Island (South End) | (42°21'N/70°58'W) | 10.0 | 9.6 | 0.3 |
| Boston | (42°21'N/71°03'W) | 10.3 | 9.8 | 0.3 |
| Boston Light | (42°20'N/70°53'W) | 9.8 | 9.4 | 0.3 |
| Cohasset Harbor (White Head) | (42°15'N/70°47'W) | 9.5 | 9.1 | 0.3 |
| Provincetown | (42°03'N/70°11'W) | 9.8 | 9.4 | 0.3 |
| Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov/ . (Mar 2007) | | | | |



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:114286. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



6



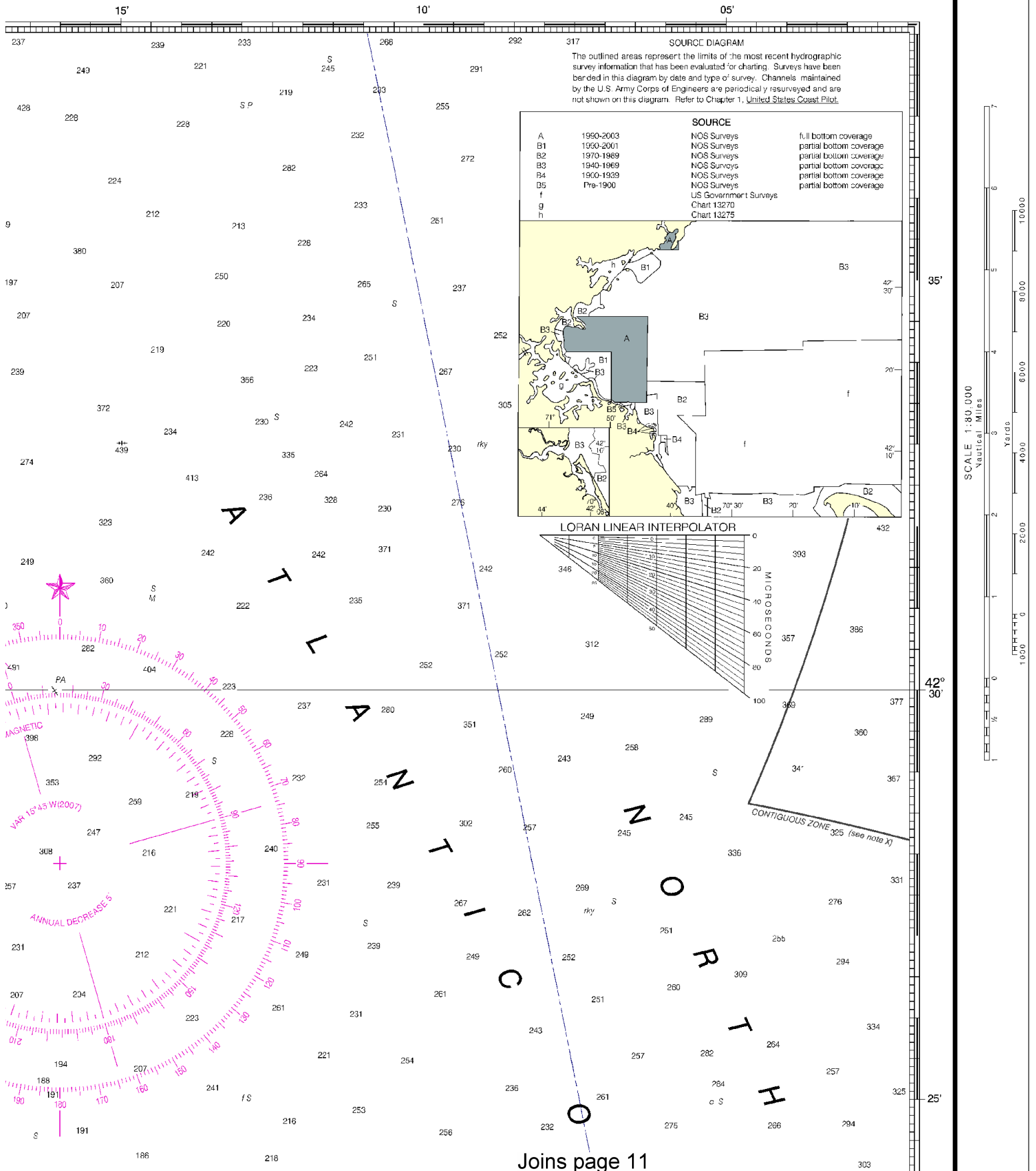
Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



SOUNDINGS IN FEET



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.

STATION TYPE DESIGNATORS: (Not individual station letter designators).

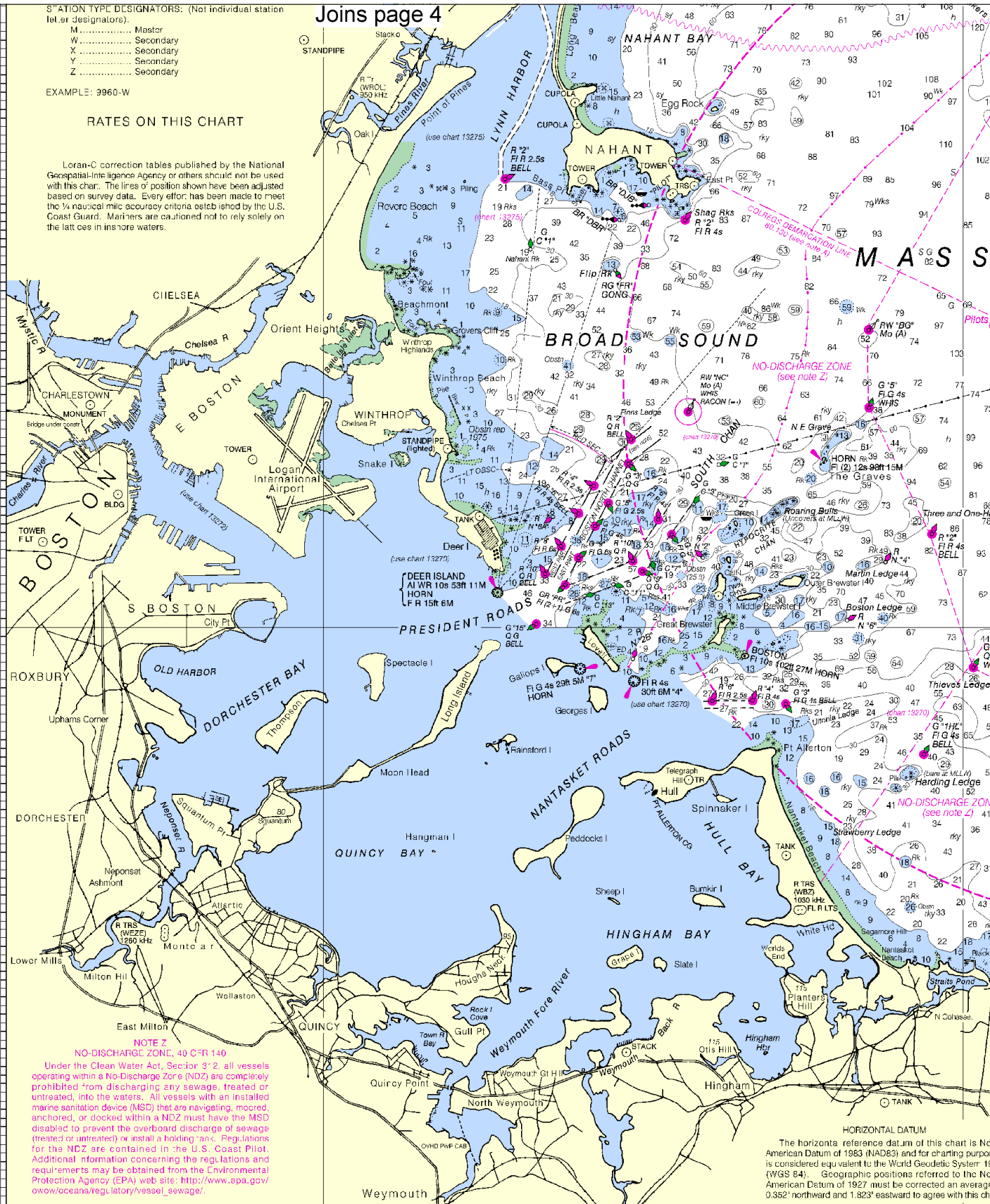
- M Master
- W Secondary
- X Secondary
- Y Secondary
- Z Secondary

EXAMPLE: 9960-W

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

Joins page 4



KAPP 2009



Joins page 12

Printed at reduced scale.

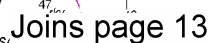
SCALE 1:80,000
 Nautical Miles

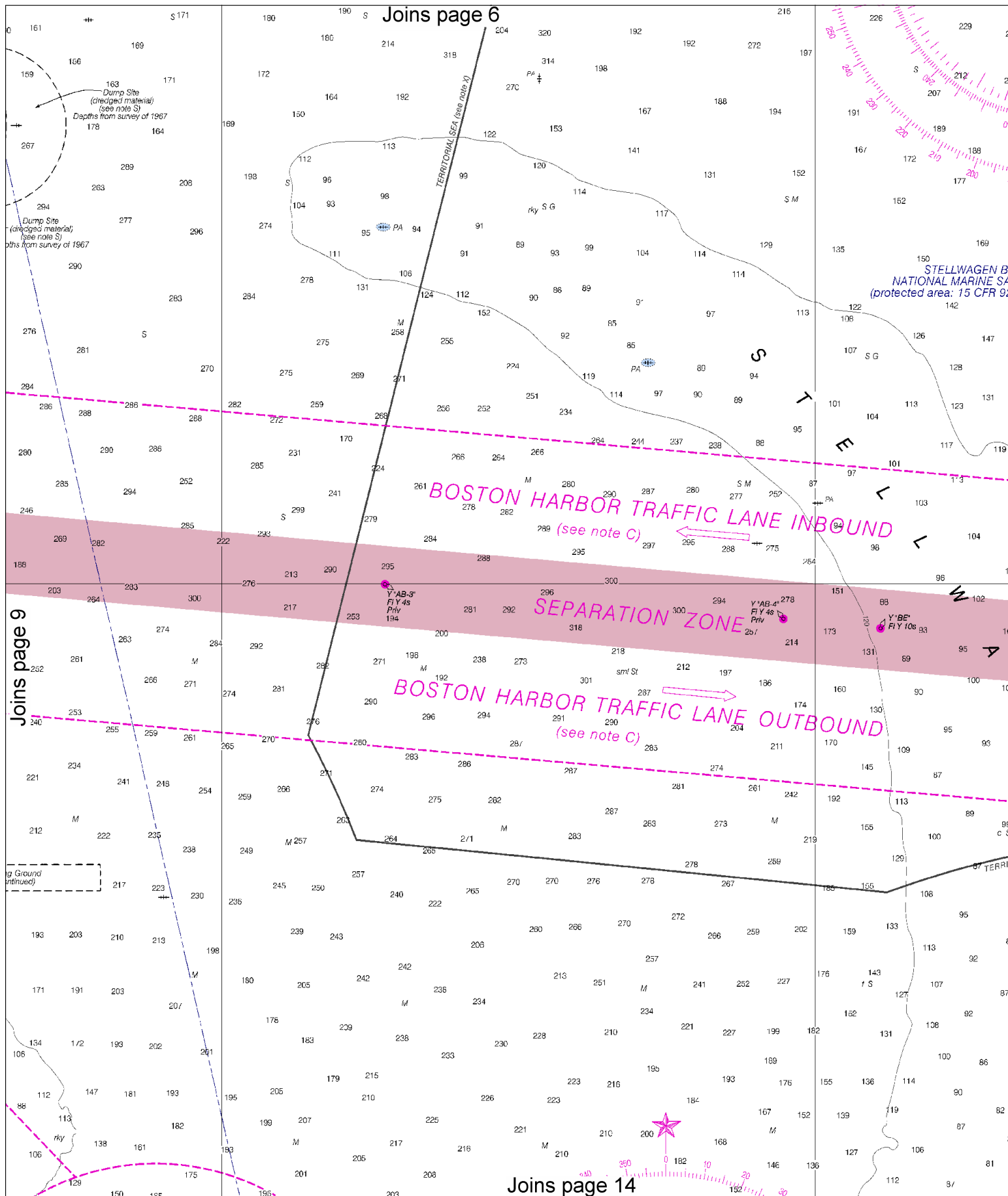
See Note on page 5.



8

North





Joins page 9

Joins page 14

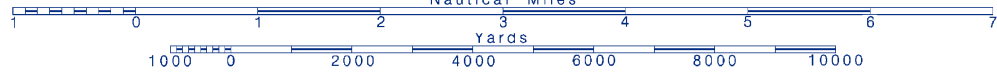
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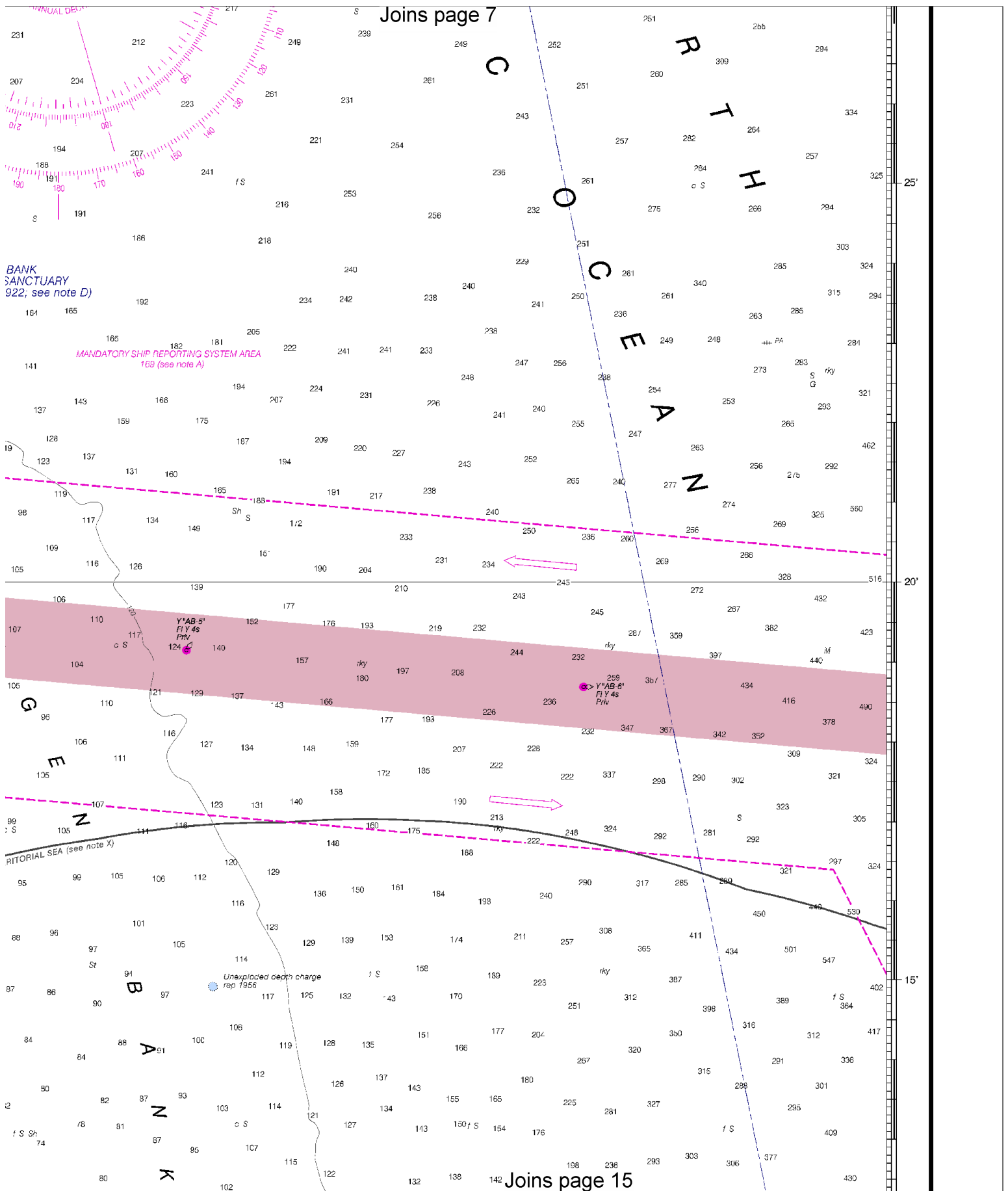


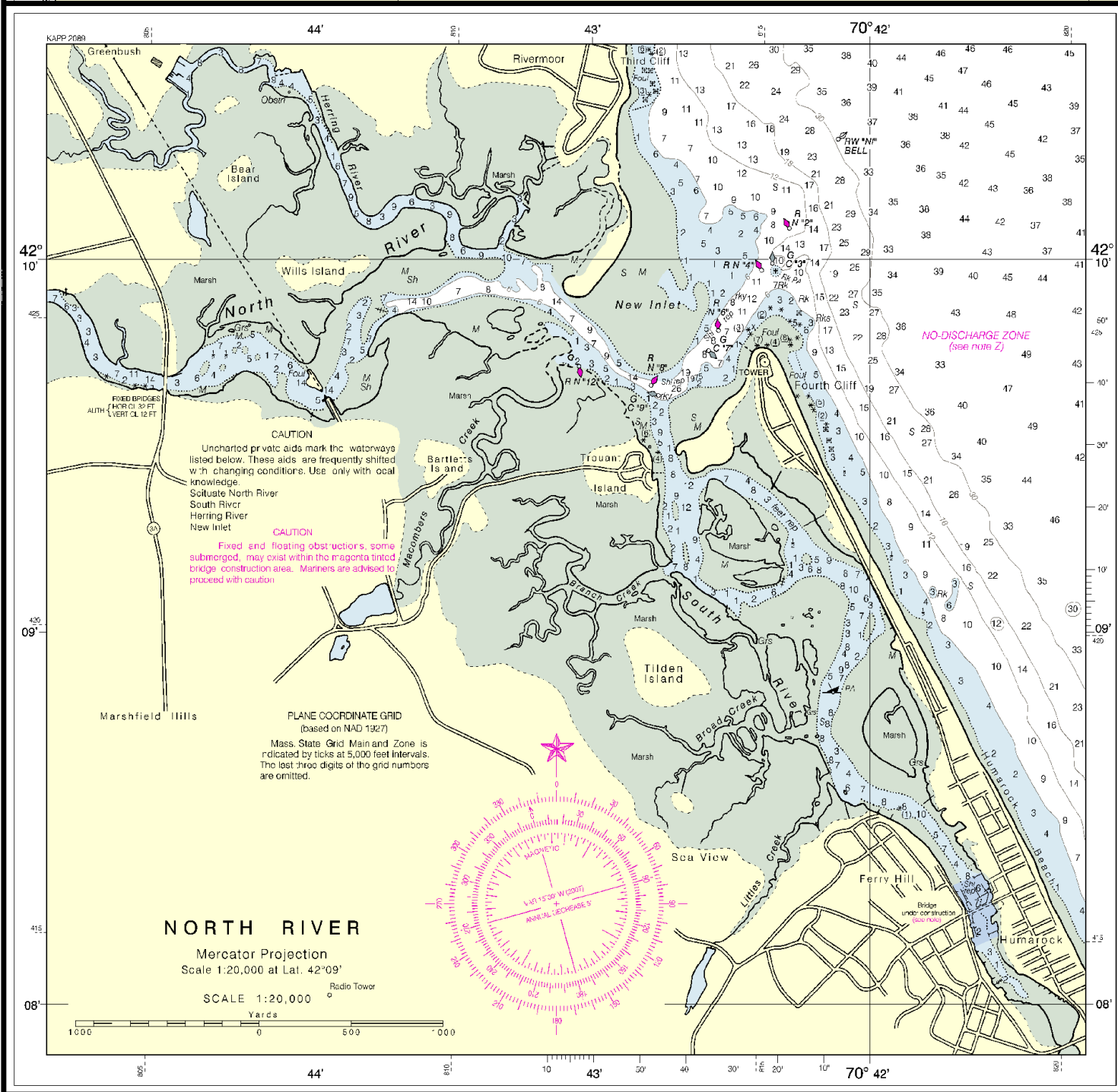
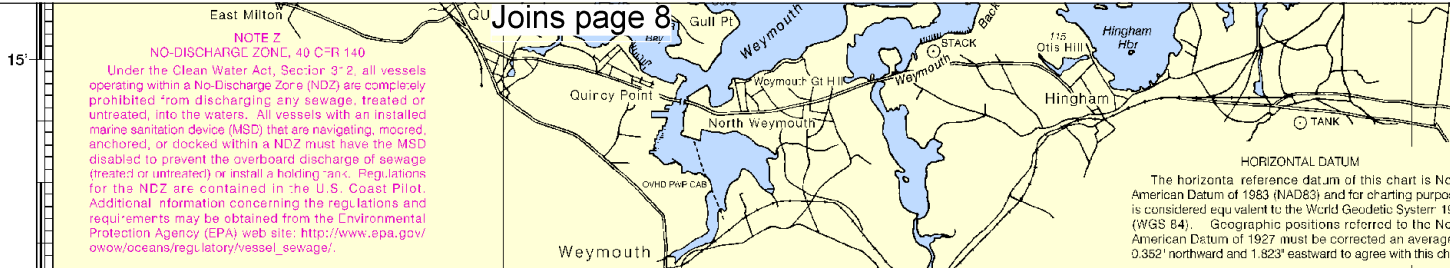
Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.







34th Ed., May / 07 ■ Corrected through NM May 26/07
Corrected through LNM May 15/07

13267

LORAN-C OVERPRINTED

CAUTION
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SOUNDINGS IN FEET

12



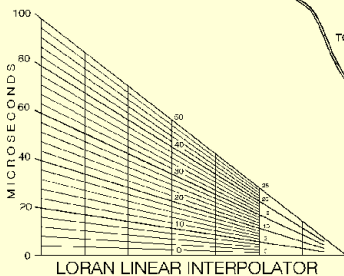
Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



North
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chart.



TIDAL INFORMATION

| NAME | PLACE | (LAT/LONG) | Height referred to datum of soundings (MLLW) | | | |
|------------------------------|-------|-------------------|--|-----------------|----------------|----------------|
| | | | Mean High Water | Mean High Water | Mean Low Water | Mean Low Water |
| Salem | | (42°03'N/70°53'W) | 10.0 | 9.3 | 6.3 | 6.3 |
| Deer Island (South End) | | (42°21'N/70°58'W) | 10.0 | 9.6 | 6.3 | 6.3 |
| Boston | | (42°22'N/71°03'W) | 10.3 | 9.6 | 6.3 | 6.3 |
| Boston Light | | (42°20'N/70°53'W) | 9.8 | 9.4 | 6.3 | 6.3 |
| Cohasset Harbor (White Head) | | (42°15'N/70°47'W) | 9.5 | 9.1 | 6.3 | 6.3 |
| Provincetown | | (42°03'N/70°11'W) | 9.8 | 9.4 | 6.3 | 6.3 |

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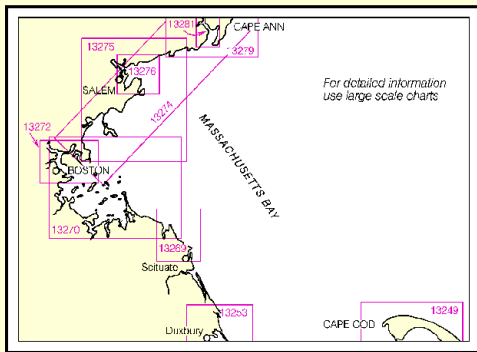
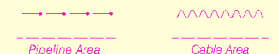


Chart 13267 is for use in Massachusetts Bay. Navigational aids are not shown on this chart in harbors and inside passages. Use large scale charts in navigating such areas.

CAUTION

SUBMARINE PIPELINES AND CABLES
Charred submarine pipelines and submarine cables and submarine pipeline arc cable areas are shown as:

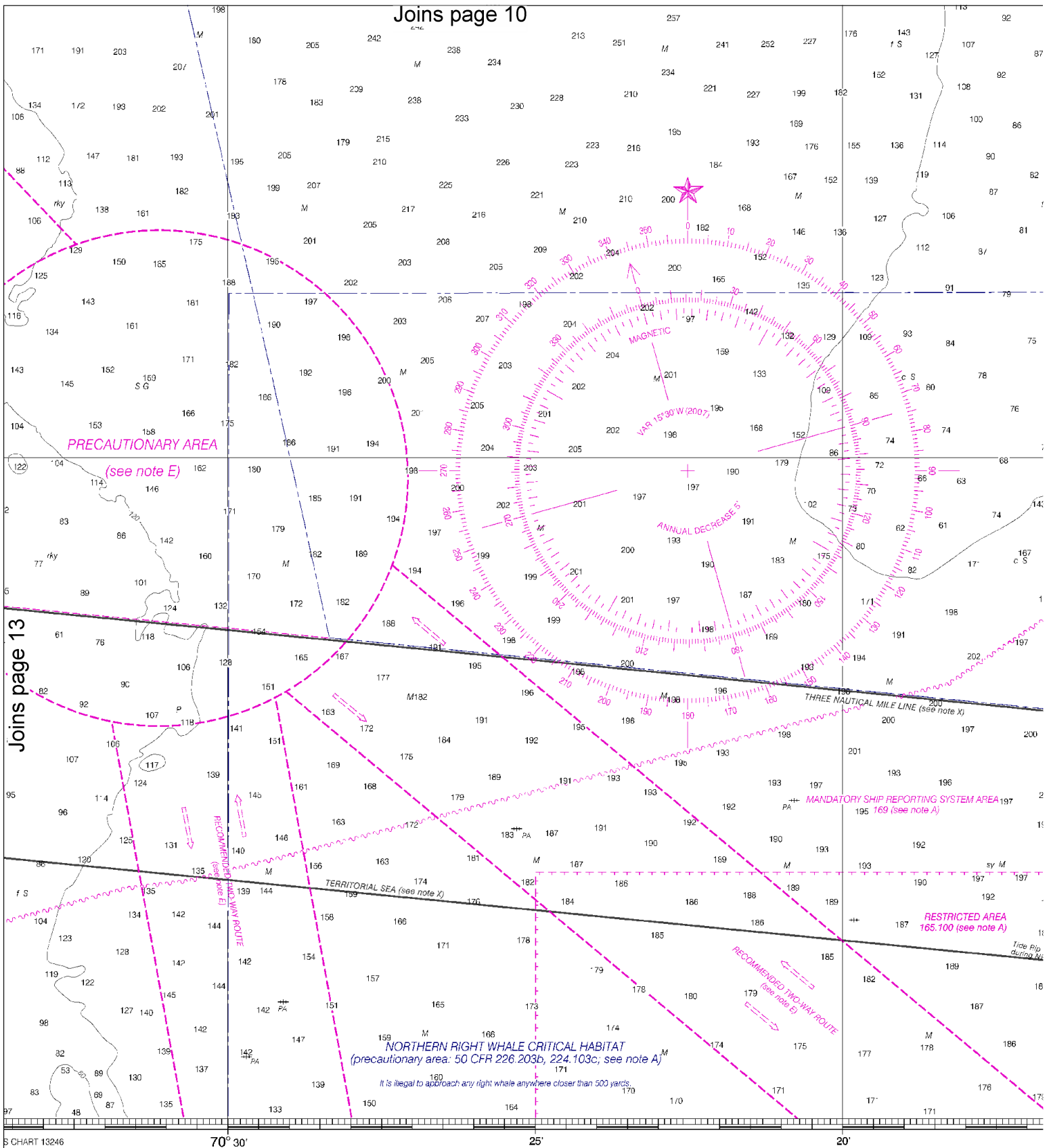


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| FATHOMS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| FEET | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 | 90 | 96 | 102 |
| METERS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |

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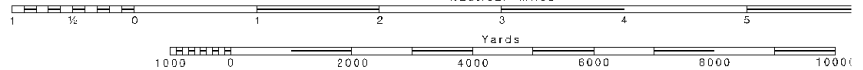
Published at Washington
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Washington, D.C.
DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
OCEAN SERVICE
Nautical Chart

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SCALE 1:80,000
Nautical Miles



14

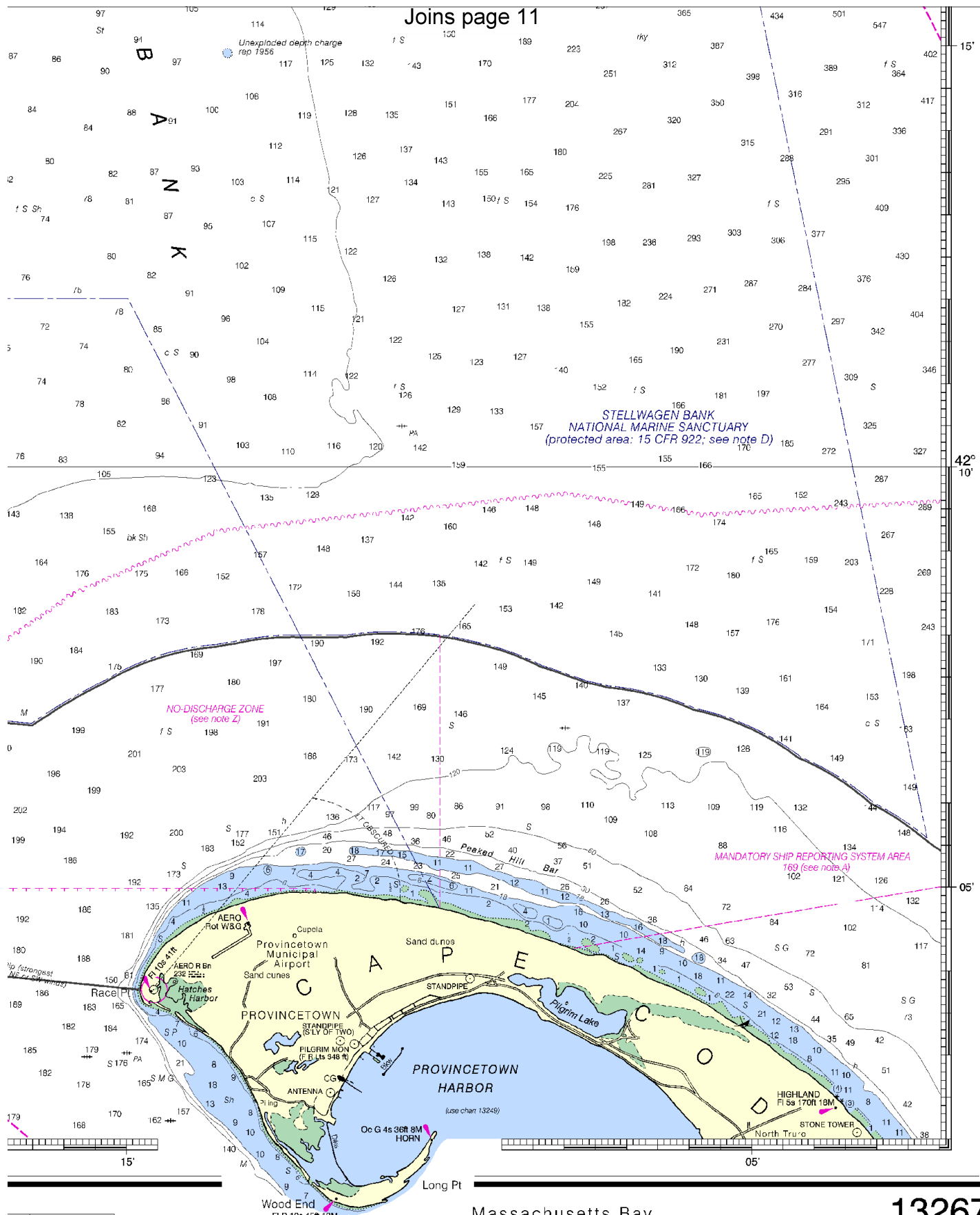


Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





Massachusetts Bay
SOUNDINGS IN FEET - SCALE 1:80,000

13267
LORAN-C OVERPRINTED

15



ED NO. 34

NSN 7642014010420
NGA REFERENCE NO. 13AH13267

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Point Allerton – 781-925-0166

Coast Guard Cape Gloucester – 978-283-0705

Coast Guard Provincetown – 508-487-0071

MA Environmental Police – 800-632-8075

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.